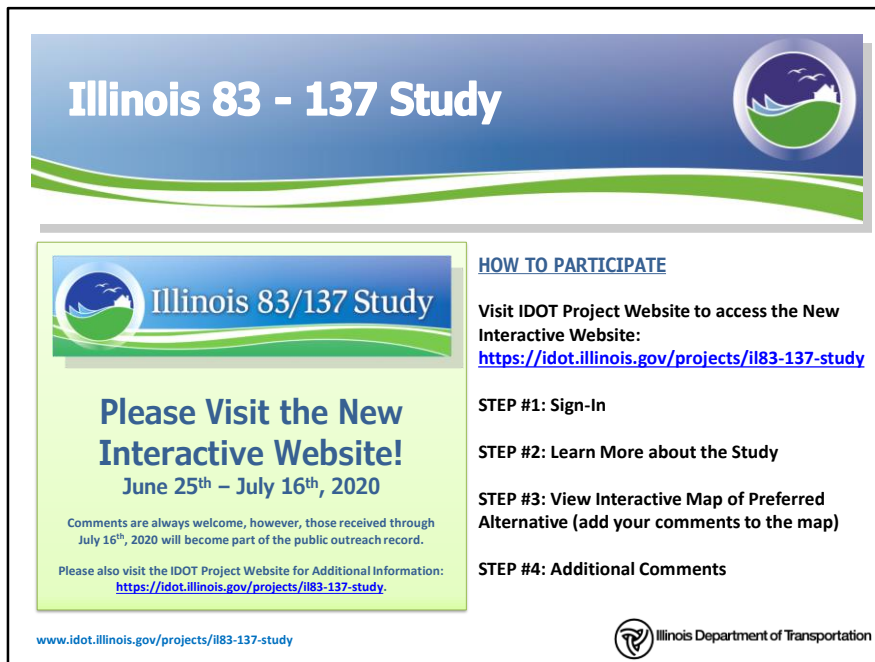


The Illinois Department of Transportation welcomes you to an informational video for the Illinois 83 and Illinois 137 Preliminary Engineering and Environmental Study.



Illinois 83 - 137 Study

Please Visit the New Interactive Website!
June 25th – July 16th, 2020

Comments are always welcome, however, those received through July 16th, 2020 will become part of the public outreach record.

Please also visit the IDOT Project Website for Additional Information:
<https://idot.illinois.gov/projects/il83-137-study>

[www.idot.illinois.gov/projects/il83-137-study](https://idot.illinois.gov/projects/il83-137-study)

HOW TO PARTICIPATE

Visit IDOT Project Website to access the New Interactive Website:
<https://idot.illinois.gov/projects/il83-137-study>

STEP #1: Sign-In

STEP #2: Learn More about the Study

STEP #3: View Interactive Map of Preferred Alternative (add your comments to the map)

STEP #4: Additional Comments

Illinois Department of Transportation

Due to uncertainty related to Covid-19 and social distancing requirements, IDOT is not hosting a formal in-person meeting. We will be sharing details of the study and encouraging public participation through the new Interactive Website.

Please visit the IDOT Project Website to access the new Interactive Website. You can use this new website to learn more about the study and provide your comments and ideas. The Outreach process begins on June 25th and runs through July 16th. Comments are always welcome, however, those received through July 16th will become part of the public outreach record. Once on the interactive Website, please proceed with the following steps to review the study and provide input:

Step 1: Sign-in and provide an e-mail or mailing address so that we can provide additional updates on the study as they become available. However, this is optional and not required for advancing to the next steps.

Step 2: Learn more about the Illinois 83-137 Study.

Step 3: View the Interactive Map of the Preferred Alternative and provide your thoughts and ideas on the key areas of the study. Comments can be made directly on the interactive map by dragging the icons along the top of the screen and placing them at the place of interest. Additional information on how to comment is provided near the end of this video.

Step 4: This is simply another opportunity to share any additional comments and ideas you have about the Study.

Virtual Public Outreach Purpose



- **Project Overview**
- **Purpose and Need**
- **Alternatives Analysis**
- **Preferred Alternative**
- **Environmental Impacts**
- **Public Comments**
- **Next Steps**



www.idot.illinois.gov/projects/i183-137-study



Illinois Department of Transportation

The Purpose for the Virtual Public Outreach is to provide a brief overview of the project, a summary of the Alternatives Carried Forward, present the Preferred Alternative & Environmental Impacts, collect public comments, and to provide information regarding the next steps in completing this study.

Project Overview



- **Study Limits:**
 - IL 83 – from IL 132 to IL 120
 - IL 137 – from IL 120 to East of US 45
- **Approximately 11 miles in length**
- **Extends through Lake Villa, Round Lake Beach, Grayslake, Libertyville**



www.idot.illinois.gov/projects/IL83-137-study



Illinois Department of Transportation

The project extends through Lake County, on IL 83 from IL 132 to IL 120 along IL 137 from IL 120 to east of US 45. This project is approximately 11 miles in length and travels through the villages of Lake Villa, Round Lake Beach, Grayslake, and Libertyville.

There are two omission areas within the corridor that the proposed improvements will tie into, which include improvements recently completed at Rollins Road and those planned at the intersection of Illinois 83 and Illinois 120.

Project Overview



- Identify transportation needs along the corridor
- Collect information about a variety of resources
- Develop a broad range of transportation solutions
- Study and document potential effects
- Recommend transportation improvements that benefit residents, businesses and the traveling public



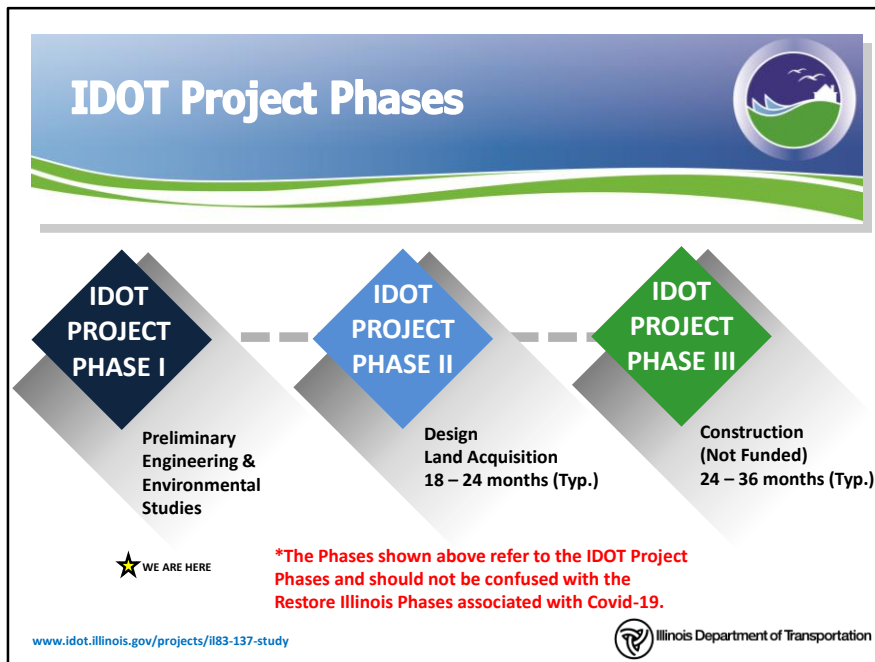
www.idot.illinois.gov/projects/i183-137-study



Illinois Department of Transportation

This Study will:

- Identify transportation needs along the corridor
- Collect information about a variety of resources
- Develop a broad range of transportation solutions
- Study and document potential effects
- Recommend transportation improvements that benefit residents, businesses and the traveling public





Not to be confused with the Restore Illinois phases associated with Covid-19, IDOT develops highway transportation improvement projects in 3 IDOT Project Phases. The Illinois 83-137 Study is currently in Phase I, in which, preliminary engineering and environmental studies are completed to develop an improvement of the roadway that addresses an established purpose and need for the study.

Phase II (Design) consists of refining the design to develop contract plans and land acquisition. Phase III (Construction) consists of the actual construction of the project.

The contract plan preparation phase (Phase II) is currently funded and will begin upon completion of the Phase I study. Funding for land acquisition (Phase II), construction (Phase III), and construction engineering (Phase III) is not currently included in the Department's Fiscal Year 2020-2025 Proposed Highway Improvement Program. Funding for this project will be considered among similar improvement needs throughout the region.


Context Sensitive Solutions



CSS Process

- Collaborative process to involve stakeholders in decision making
- Fits improvement into its surroundings, “its context”
- Maintains safety and mobility
- Addresses all modes of transportation
- Preserves scenic, economic, historic, and natural qualities

www.idot.illinois.gov/projects/i183-137-study

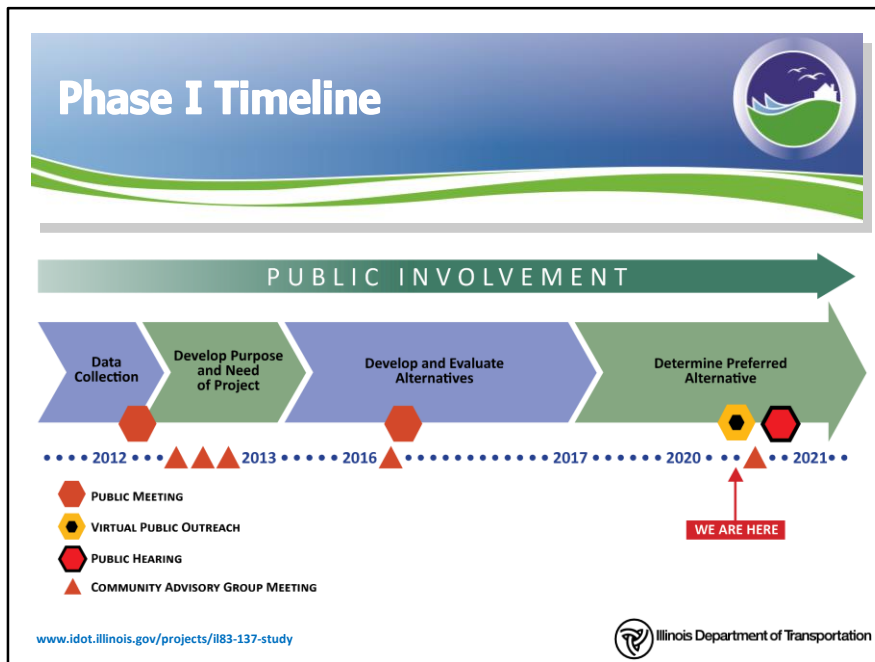


Illinois Department of Transportation

IDOT will consider all input from stakeholders throughout the Phase I process to support in the development of viable solutions.

IDOT utilizes Context Sensitive Solutions, or CSS, to engage and inform the community. CSS is a collaborative process to involve stakeholders in decision making. This coordination helps to ensure that a planned improvement fit into its surrounding, also referred to as “its context”.

The CSS process considers need throughout the area of a project so improvements made for safety and mobility and other needs can also address all modes of transportation while preserving the scenic, economic, historic and natural qualities of the area.



The Phase I study process involves 4 primary components. These include: data collection, developing the Purpose and Need of a project, developing and evaluating alternatives, and determining a Preferred Alternative.

Throughout the Phase I Study Process, principles of CSS are used to engage stakeholders through a number of tools such as: Public Meetings, Community Advisory Group Meetings, Media & Virtual Public Outreach, the Project Website, Local Municipality & Agency Meetings, Project Newsletters, and other small group presentations.

There have been four Community Advisory Group Meetings to date. A Community Advisory Group (or CAG) is a group of voluntary community members, including study area residents, businesses, and property owners, representing a broad range of interests. The group meets with IDOT during the study process to identify: stakeholder interests & values, develop improvement options, and evaluate the potential effects of those options on community resources

There have also been two Public Meetings to present the study to the public and gather input and comments on the project. Public Meeting #1 was held on March 6th, 2012, while Public Meeting #2 was on May 24th, 2016. This Virtual Public Outreach is taking the place of Public Meeting #3. One CAG Meeting and the Public Hearing are anticipated for Fall/Winter of 2020.

Purpose and Need



Purpose & Need

- Improve safety
- Improve mobility
- Improve multimodal opportunities



www.idot.illinois.gov/projects/i183-137-study



Illinois Department of Transportation

The Project Purpose and Need was developed from a problem statement as well as from a technical analysis of the roadway and additional stakeholder input.

The purpose of the proposed action is to improve safety, improve mobility, and improve multimodal opportunities along the corridor.

Safety Considerations



Crash History (2013-2017)

- Total Crashes = 1,176



- 54% Rear End



- 20% Turning

Crash Analysis Conclusions:

Concern: High rate of rear end crashes indicates heavy stop and go traffic

➡ Recommendation: Additional capacity required to improve safety by reducing congestion

Concern: Lack of access management throughout high density/substantial access areas

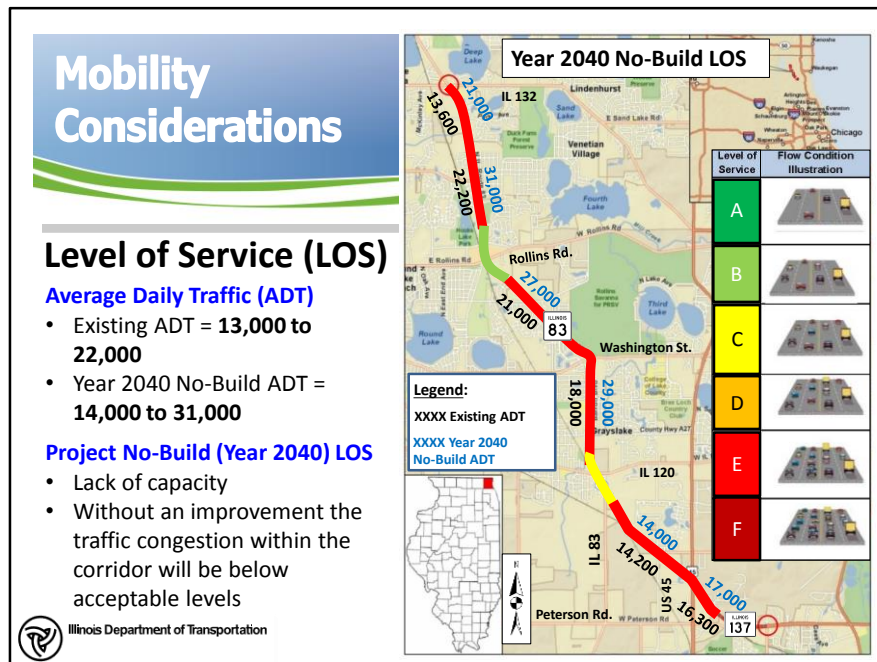
➡ Recommendation: Increase safety by reducing and/or eliminating access points & entrances



Illinois Department of Transportation

With safety identified as a key concern for the corridor, crash history along the corridor was utilized to identify high crash locations and to determine patterns related to safety concerns. There were 1,176 crashes identified through the corridor in the 5-year period studied.

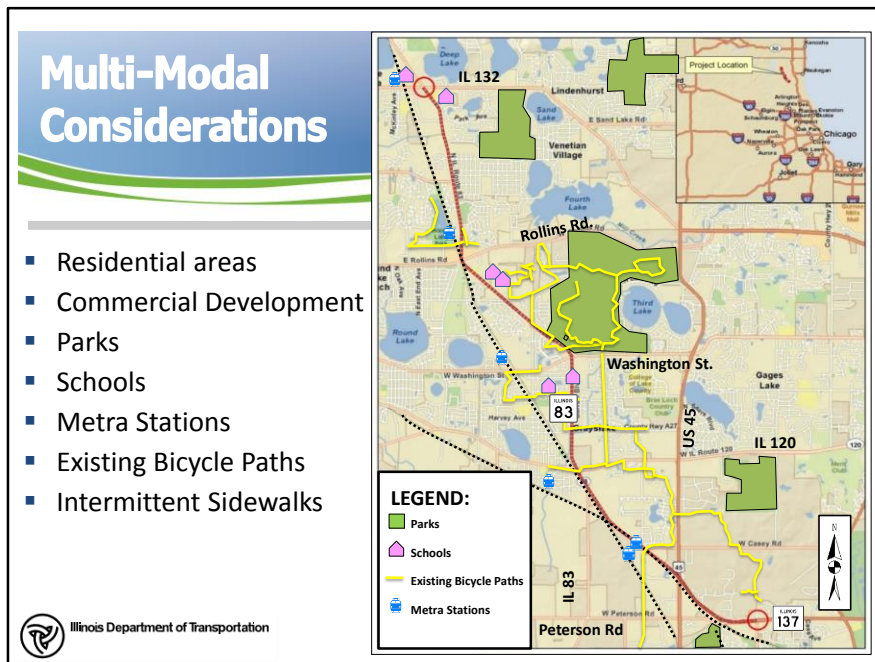
The majority of crashes were rear-end collisions, accounting for 54% of the total crashes, with sideswipe and turning crashes accounting for 8% and 20%, respectively. Given the anticipated growth along the corridor, Illinois 83-IL 137 within the study limits will likely experience more crashes as a result of increasing traffic. Therefore, in order to reduce the potential for crashes, the traffic capacity of the roadway must be improved. Other types of crashes, such as sideswipe & turning collisions, are a result of the lack of access management in areas with closely spaced access points that may be alleviated by limiting access as well as eliminating entrance locations in close proximity to intersections.



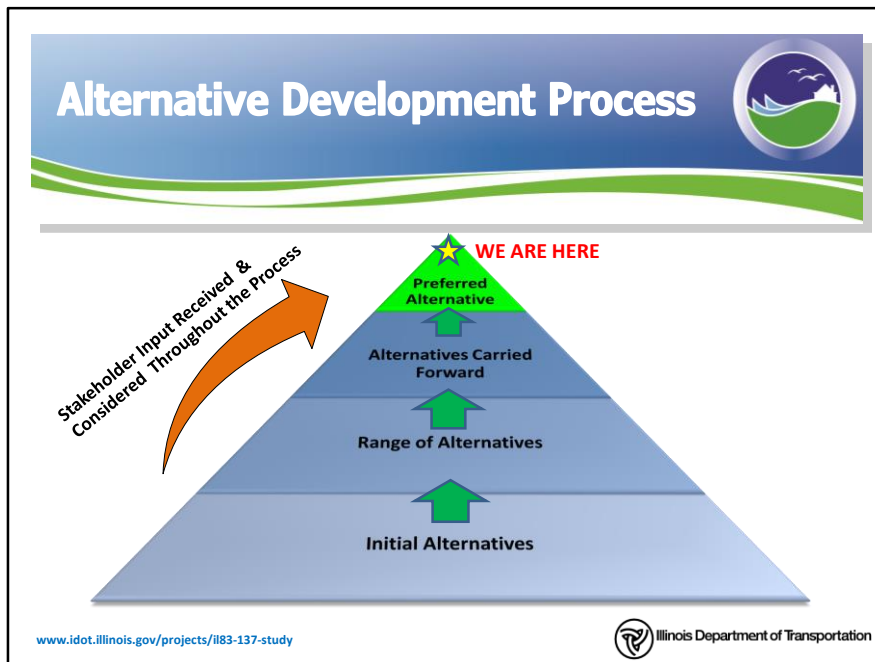
To determine the mobility within the corridor, the existing traffic volumes are measured, and future volumes projected. The existing needs can then be determined, and alternatives developed to provide the capacity as to meet the required design criteria.

Traffic capacity and the associated traffic congestions are defined in terms of level of service, or LOS. The level of service is expressed by a scale ranging from “A” to “F.” Level of Service “A” represents the best traffic condition with no backups or obstacles to traffic flow and “F” represents a total breakdown in traffic operations accompanied by extensive delays and traffic volumes that approach capacity. The design criteria require that the projected 2040 traffic capacity along the corridor have a Minimum Level of Service of D and a Target LOS of C or higher.

The existing traffic volumes along the corridor range from 13,000 to approximately 22,000 vehicles per day and currently have a Level of Service of E. The traffic volume is projected to increase to 14,000 and 31,000 vehicles per day by year 2040. If no improvements are completed, the projected Level of Service will remain below the acceptable level in most areas along the corridor. The only areas where acceptable levels were found is where 4 or 5 lane improvements have been completed or are planned to be completed.



Multi-modal opportunities were identified as another need along this corridor. Because of the residential and commercial land use found along the corridor, as well as the frequency of parks, schools, bicycle paths, Metra stations, and intermittent sidewalks within the area, the inclusion of bicycle and pedestrian facilities along the corridor would provide an alternative means of travel and access.



The Alternative Development Process is a multi-step process of developing, improving, screening, and eliminating alternatives until a preferred alternative is selected. Throughout this process IDOT utilizes CSS to keep the community engaged in the project, which helps to ensure the preferred alternative fits the needs of the community.

The process begins by screening initial alternatives to make sure they meet the Purpose and Need of the project and they do not have fatal flaws.

Following this screening, the Alternatives Carried Forward are evaluated in greater detail.

Then, the alternatives and their associated impacts will be further refined, and subsequently screened until a preferred alternative is selected. This is where we are now in the process.

Alternative Development Process



Environmental Considerations



Design Considerations

www.idot.illinois.gov/projects/i183-137-study



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The consideration of both Environmental Resources and Engineering design elements found within the corridor is an integral part of Developing a Range of Alternatives that provide viable options for improving the roadway corridor.

Environmental Considerations



This project is being developed in accordance with the
National Environmental Policy Act (NEPA) 1969

- The purpose of the NEPA is to ensure that environmental factors are weighted equally when compared to other factors in the decision-making process.
- Compliance required for Federal Funding Eligibility
- Full range of reasonable alternatives, including the “no-build” alternative
- Coordination with environmental resource agencies
- Comprehensive environmental review (avoid, minimize, mitigate impacts)



www.idot.illinois.gov/projects/i183-137-study



Illinois Department of Transportation

This project is being developed in accordance with the National Environmental Policy Act (or NEPA). The environmental impacts of potential alternatives are a critical component to the overall alternative development process.

The purpose of NEPA is to ensure that environmental factors are weighted equally when compared to other factors in the decision-making process. For Federal Funding Eligibility, NEPA compliance is required. A full range of reasonable alternatives are evaluated including the “no-build” alternative along with a comprehensive environmental review to avoid, minimize, and mitigate impacts.

Environmental Considerations



Environmental Features:

- Wetlands
- Protected species and habitat
- Floodplains
- Historic Sites & Cemeteries
- 4(f) Resources
 - Parks, recreation areas & refuges
 - Forest Preserves
- 6(f) Land and Water Conservation Fund Act (LAWCON) Resources (Outdoor Recreational Resources)
- Community & Social Resources
- Environmental Justice Communities
- Relocation Impacts (could include residential, business and non-profit organizations)



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Illinois Department of Transportation

Environmental surveys were collected throughout the project area so that we could identify impacts as we develop alternatives. By identifying these environmental features, we can better determine alternatives that best serve the purpose and need of the project while minimizing environmental impacts.

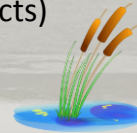
Environmental features include the following: Wetlands; Protected species and habitats; Floodplains; Historic Sites & Cemeteries; 4(f) Resources (Parks, recreation areas & refuges, Forest Preserves); 6(f) Land and Water Conservation Fund Act (or LAWCON) Resources (Outdoor Recreational Resources); Community & Social Resources; Environmental Justice Communities; and Relocation Impacts.

Environmental Assessment (EA)



Environmental Assessment (EA)

- ✓ Collect Data
- ✓ Analyze Alternatives
- ✓ Public Review of EA
- ✓ FONSI (Finding Of No Significant Impacts)



www.idot.illinois.gov/projects/i183-137-study



Illinois Department of Transportation

This study is being processed as an Environmental Assessment (or EA) which assists decision makers in determining if a Federal project's impacts are significant. The alternatives will be identified and analyzed to identify the alternative that best meets the needs of the project study area, while avoiding or minimizing environmental impacts. Upon completion of the EA, A Finding of No Significant Impact (or FONSI) is anticipated, which will complete the environmental studies for the project.

Design Considerations

Intersection Considerations



Signal Warrants



- No additional signals warranted


Geometric Improvements

- Intersection Design Studies (IDS's) will be prepared to help determine the best ways to:
 - Evaluate Existing Geometrics
 - Address Futures Traffic Demands
 - Minimize Right-of-Way (ROW) Impacts
 - Improve Safety and Pedestrian Accessibility

Alternative Design Concepts

- Roundabouts (20 locations considered)
 - 2 Potentially Suitable Locations Determined & Evaluated

www.idot.illinois.gov/projects/i183-137-study

Illinois Department of Transportation

At intersections the considerations included looking at signal warrants, geometric improvements, and alternative design concepts. No additional signals are warranted throughout the corridor. Intersection Design Studies will be prepared to help determine the best ways to evaluate existing geometrics, address future traffic demands, minimize right-of-way impacts, and improve safety and pedestrian accessibility at each location.

Twenty (20) locations within the corridor were considered to determine if a multilane roundabout was feasible. The analysis identified concerns related to traffic volumes and patterns at multiple locations, which were eliminated from further evaluation, however, two potentially suitable locations were identified and carried forward.

Design Considerations

Access Management

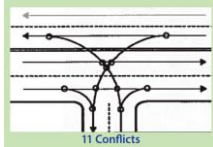


Purpose: To balance safety and mobility within areas where multiple access points exist

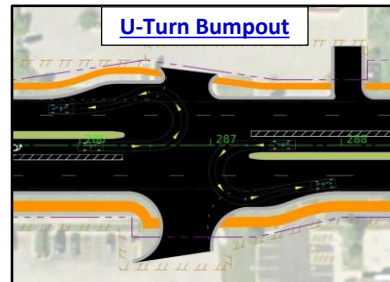
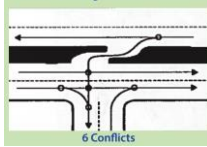
Effect:

- Reduce conflict points
- Free-up through traffic

Before Access Management



After Access Management



U-Turn Bumpout

Medians:

- Separate traffic and direct motorists where to access properties
- Use Turn lanes to queue separate movements and to “free up” through traffic
- Provide opportunities for improving aesthetics

www.idot.illinois.gov/projects/i183-137-study Source FHWA – Access Management Principals




Illinois Department of Transportation

The effectiveness of the alternatives depends on many factors but is evaluated by how well they address the Purpose and Need. Two of the primary factors identified in our P&N are Safety and Mobility.

Access management is the control of the location, spacing, design, and operation of driveways, median openings, and street connections to a roadway. The purpose of access management is to help balance safety and mobility by reducing the number of conflict points and traffic congestion. An increased number of driveways within a corridor increases the likelihood for crashes to occur.

Raised medians are a key tool used for access management. Raised medians separate traffic and direct motorists where to access properties so that turning and crossing movements occur at fewer locations. Additionally, raised medians provide opportunities for improving aesthetics. U-turn bump-outs are provided at locations that were coordinated with local officials to provide additional access opportunities.

Initial Alternative Analysis




2-Lane Alternative

- 1-lane in each direction with a center turn lane
- Congestion Management Process (CMP) Alternative

4-Lane Alternatives

- 2-lanes in each direction
 - Raised curb median
 - Flush median with a center turn lane
 - Depressed (grass) median – Low Development

www.idot.illinois.gov/projects/i183-137-study

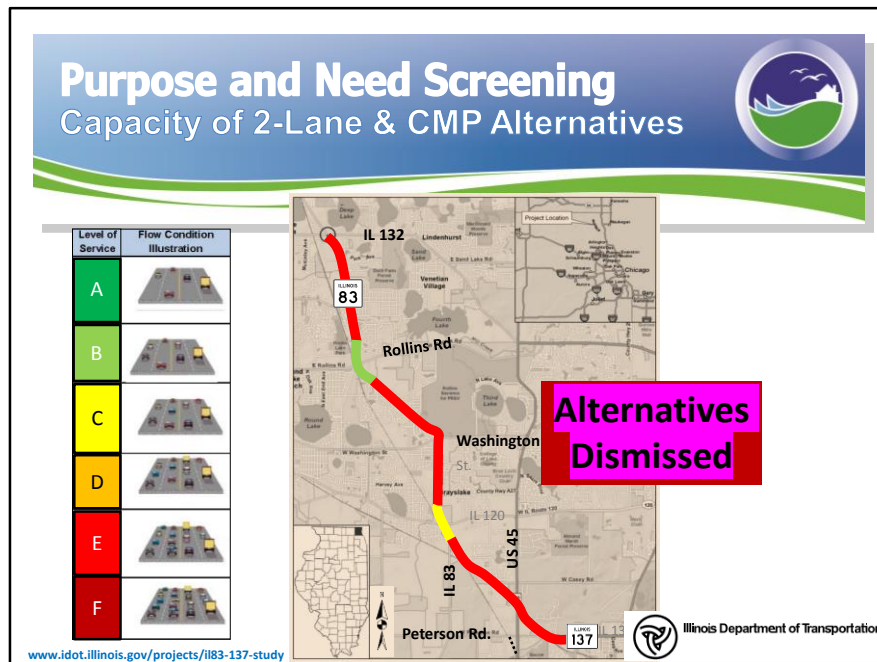


Illinois Department of Transportation

The lane configuration was also studied throughout the corridor by developing initial build alternatives. which included:

A 2-lane alternative with one through lane in each direction and a center turn lane) and a Congestion Management Process (CMP) Alternative were evaluated. CMP strategies have been incorporated into this project where practical, including increased turn lane storage capacities, traffic signal modernization, consolidation of access points, street and driveways, channelized intersections with left and right turn lanes, adding multi-use paths & sidewalks, and raised curb medians.

3 basic types of 4-lane alternatives (all of which have 2 through lanes in each direction) were also developed. These alternatives include various median types such as raised curb median, a flush median (center turn lane) and a depressed (grass) median, which is used in low density development areas with increased speeds.



To determine the feasibility of a 2-lane alternative, it was modeled to determine its capacity. As previously stated, the design criteria require a projected 2040 traffic capacity level of D or Higher. The 2-lane roadway models produced a level of service of E, where they were used within the corridor.

The Two-lane alternatives with center turn lane and the CMP Alternative were found to not meet the Purpose and Need of the project because the alternatives retained one through lane in each direction, and no additional roadway capacity was determined to be needed in order to improve safety by reducing congestion. Therefore, these alternatives were dismissed from further consideration.

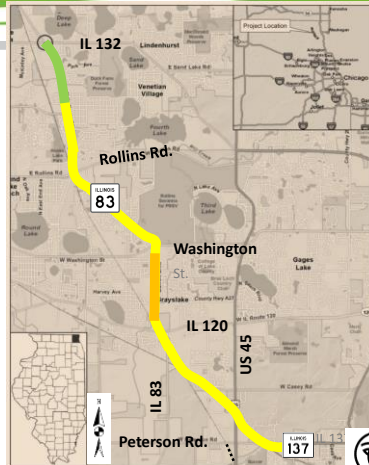
Similarly, the No-Build Alternative does not meet the purpose and need of the project but will be retained through the environmental review process as a comparison for study.

Purpose and Need Screening Capacity with 4-Lane Alternatives



Level of Service	Flow Condition Illustration
A	
B	
C	
D	
E	
F	

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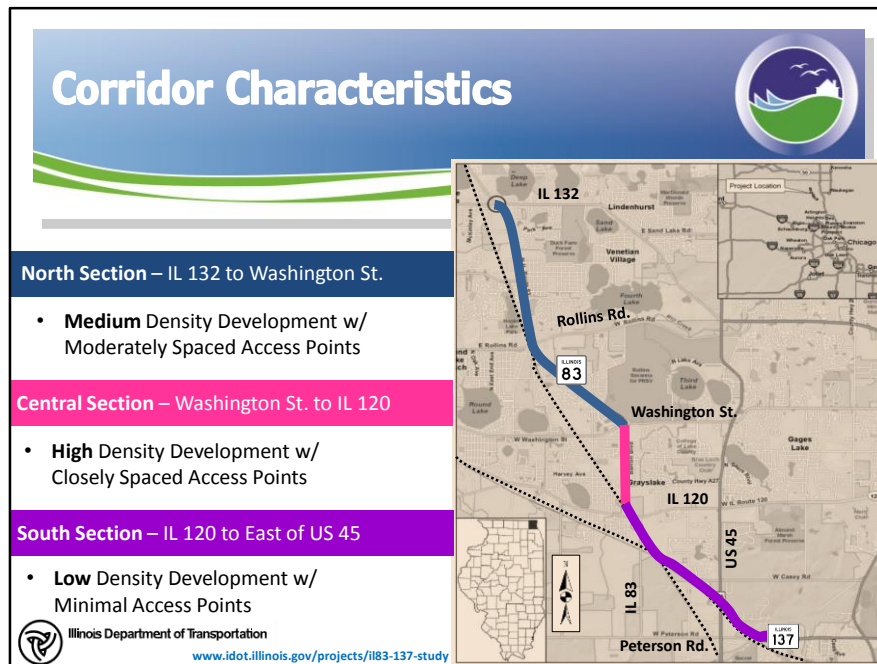


Illinois Department of Transportation

To determine the feasibility of 4-lane alternatives, they were also analyzed to determine capacity.

The project LOS in these areas with a 4-lane improvement was found to be between a B and a D.

Since the 4-lane alternatives provide suitable mobility, 4-lane design alternatives will be used for the Range of Alternatives.



The characteristics of the corridor area is another important element in identifying the elements used in the alternatives. The land use varies significantly along the Illinois 83-137 corridor area. To develop alternatives that more closely align with the land use in the various areas, the corridor was first divided into 3 sections. These are referred to as the project's north, central, and south sections.

The North section extends from IL 132 to Washington St and is made up of medium density development & property access with speeds of 45-55 mph. The Central section extends from Washington St. to IL 120 is highly developed, and the most densely populated section of the corridor having substantial property access, with reduced speeds of 35-40 mph. The South section extends from IL 120 to east of US 45 is made up of low-density development & property access with increased speeds of 45-55 mph.

By dividing the corridor up in this way we could better focus on the alternatives in those areas that will better serve the community.

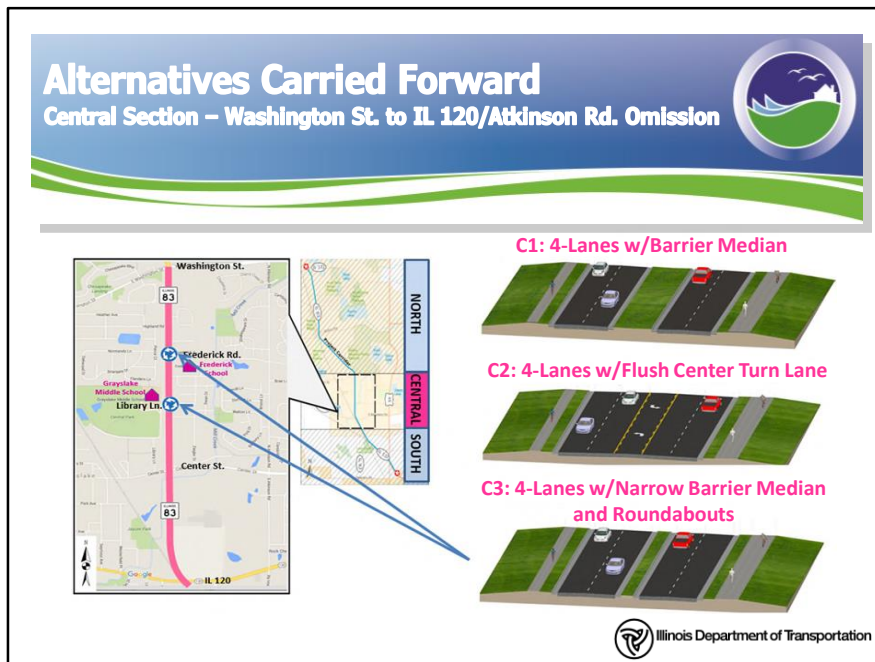


In the North Section, there are three Alternatives Carried Forward:

The N1 Alternative is a 4-lane cross-section with a raised curb median, which can be considered the typical section throughout the majority of the north section.

Due to frequent access points onto IL 83, the N-1A Alternative was created and provides a flush median, center turn lane, in the northern most section of the corridor, just south of IL 132). This alternative narrows the footprint and would provide more access.

Due to environmental concerns, the N1-B & N-1C Alternatives were created and provide a narrower raised curb median, w/reduced lane widths. All three alternatives primarily follow the existing centerline alignment, have outside curb and gutter and include a multi-use path along the east side of the roadway and a sidewalk along the west side of the roadway throughout the length of the section.

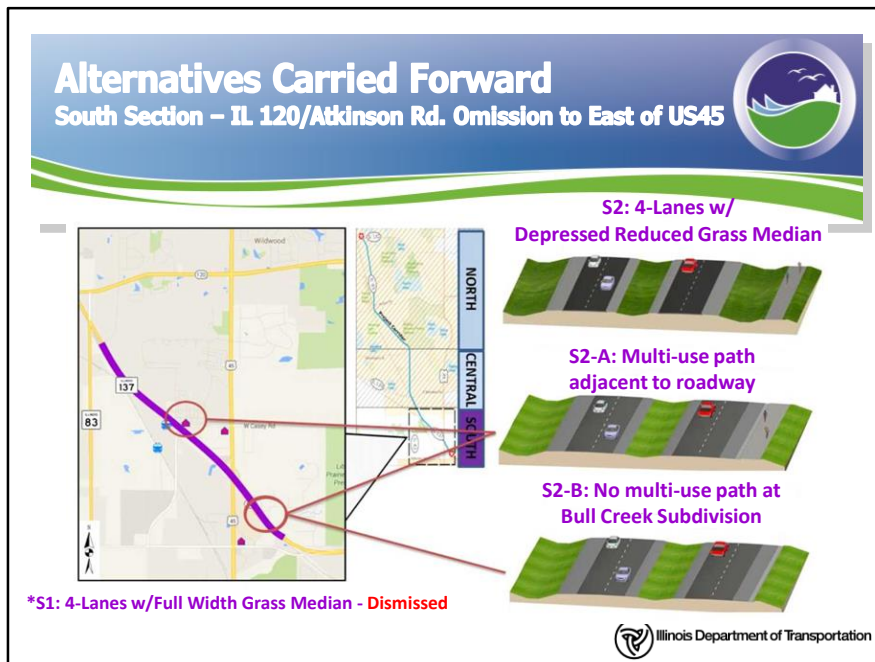


In the Central Section three alternatives were carried forward.

The first alternative replicates the 4-lane cross-section in the north section, with a raised curb median.

The second alternative is a 4-lane roadway with a flush median, center turn lane.

The third alternative is a 4-lane roadway with a narrower raised curb median and roundabouts at the intersection of Frederick Road and Library Lane. All three alternatives primarily follow the existing centerline alignment, have outside curb and gutter and include a multi-use path along the east side of the roadway and a sidewalk on the west side of the roadway throughout the length of the section.




In the South Section, an alternative was first developed that provides a 4-lane roadway with a standard width depressed grass median, outside paved shoulders and ditches and a multi-use path along the east side of the roadway. The entire South Section is parallel and adjacent to a railroad that puts constraints on right-of way. Therefore, to reduce the right-of-way impacts, the S2 Alternative was developed with a narrower depressed median. This alternative reduced impacts significantly, allowing the standard width alternative to be eliminated from further consideration. This alternative is the primary design used throughout the South Section.

In the areas of residential development, the 30' median alternative was refined to provide alternatives that further reduced impacts. These include an alternative (S2-A) that places the multi-use path along the edge of the shoulder, as well as an alternative (S2-B) with no path along the roadway in the further southernmost section.

Alternatives Carried Forward

Summary of Hybrid Alternative




Alternatives Studied in Detail:

• No-Build*	• C-2**	✓	Purpose and Need?
• N-1	• C-3		
• N-1A**	• S-2**	✓	Studied in Detail?
• N-1B**	• S-2A		
• N-1C	• S-2B**		
• C-1**			

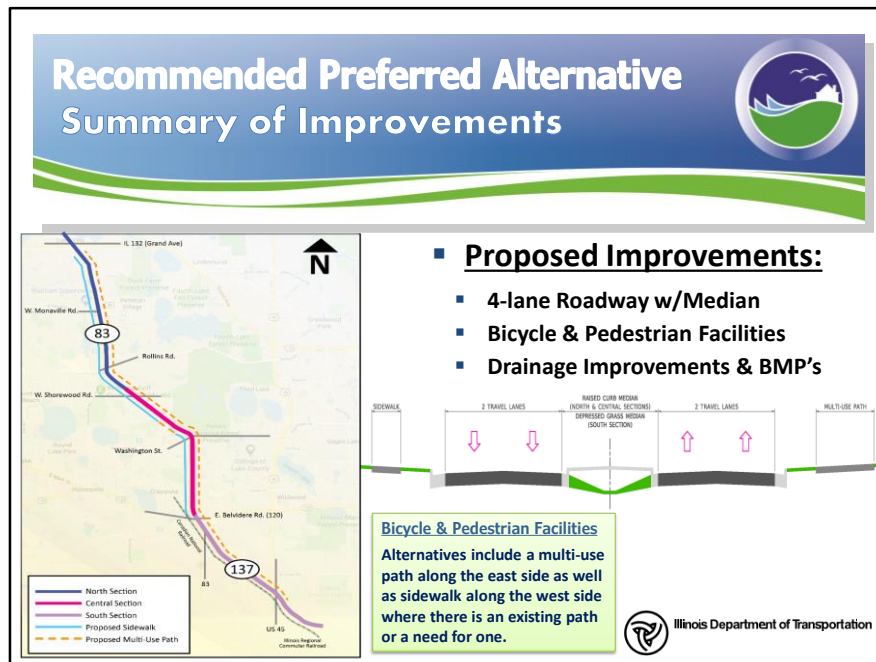
**The No-Build is studied in detail although it does not meet the purpose and need.*

***Alternatives utilized in development of the Hybrid Alternative*


Illinois Department of Transportation

Multiple alternatives were studied during the Alternatives Carried Forward process.

A hybrid alternative was created that combines the least environmental damaging concepts and/or locally preferred designs for each section of the corridor, while meeting IDOT safety and geometric specifications. The alternatives shown in green were utilized in development of the Hybrid Alternative. The hybrid also added a raised median in the southernmost section from US 45 to the southern limit to reduce the roadway footprint and reduce environmental and property impacts.

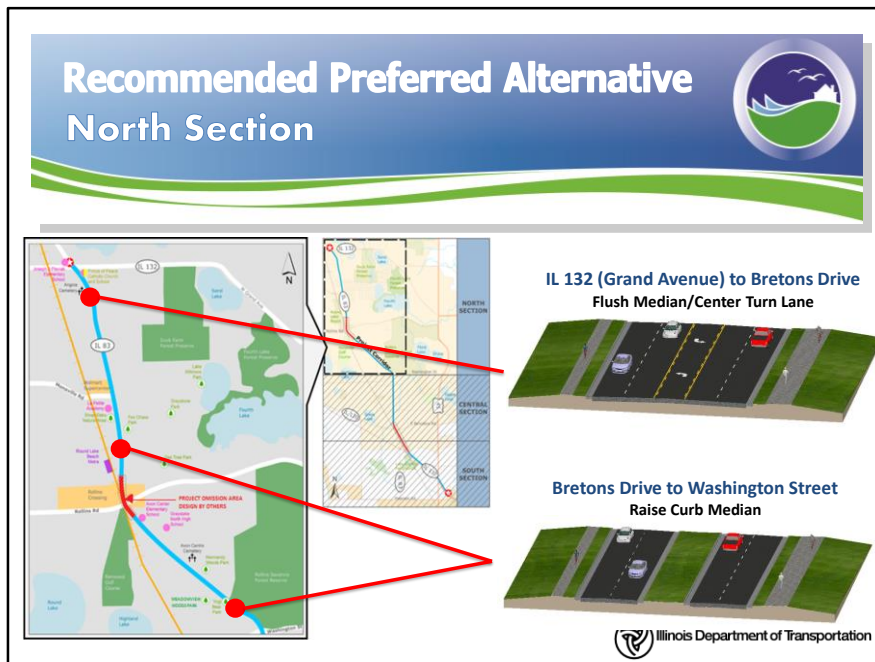


The recommended Preferred Alternative is the alternative that best meets the project's Purpose and Need while balancing and minimizing impacts to environmental resources.

Generally, the recommended preferred alternative consists of constructing a 4-lane roadway section, with varying median types, throughout the corridor.

As shown on the map, a multi-use path will be located on the east side of the roadway and a sidewalk will be located on the west side of the roadway in the north and central sections from IL 132 to IL 120. There is only a multi-use path through the majority of the south section, Drainage improvements and best management practices (BMP's) are also being included in the improvements.

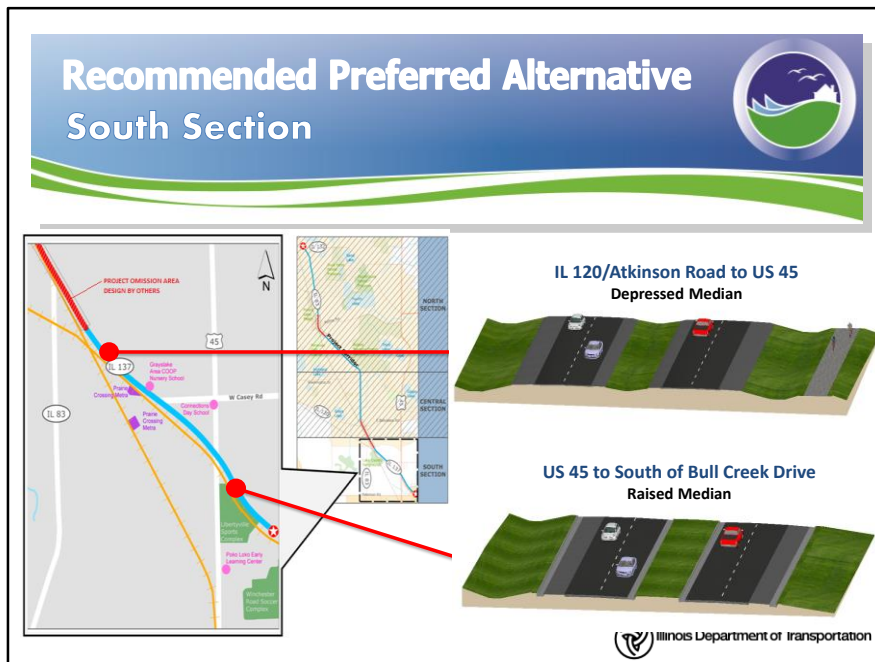
The following slides will go over the recommended preferred alternative for all three sections along the corridor.



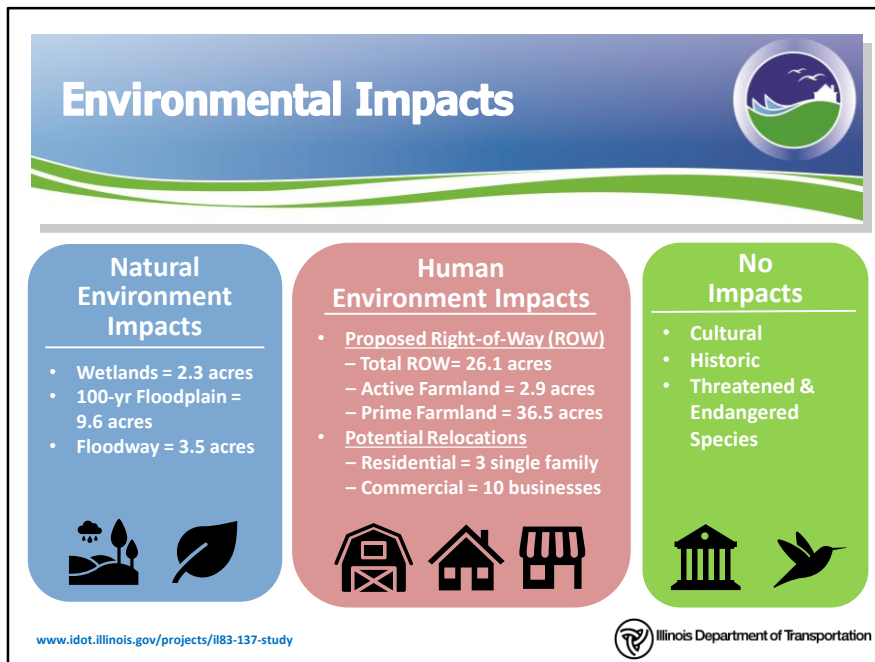
In the North Section, the recommended Preferred Alternative is a flush median/ center turn lane in the northernmost portion from IL 132 to Bretons Drive to allow for access to the businesses in this area. South of Bretons Drive to Washington Street provides a raised curb median with left-turn lanes provided at access locations. A proposed sidewalk and multi-use path are included throughout the North Section.



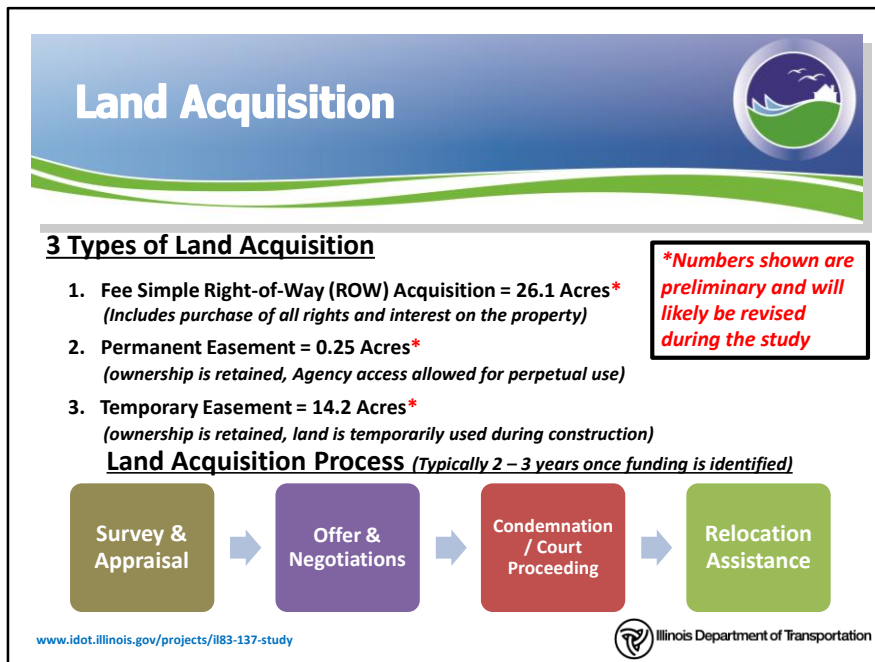
In the Central Section, the recommended Preferred Alternative from Washington Street to IL 120 omission area consists of a raised curb median with left-turn lanes provided at access locations. U-turn bump outs are provided at locations that were coordinated with local officials to provide additional access opportunities. A proposed sidewalk and multi-use path are included throughout this section.



In the South Section, the recommended Preferred Alternative from the IL 120 omission to US 45. consists of a depressed grass median and from US 45 to south of Bull Creek Drive consists of a raised curb median, with left-turn lanes provided at access locations. The sidewalk in the south section, has been eliminated to reduce impacts to the Canadian National Railroad right-of-way. To further reduce ROW impacts, the proposed multi-use path along the corridor ends north of Bull Creek Subdivision.



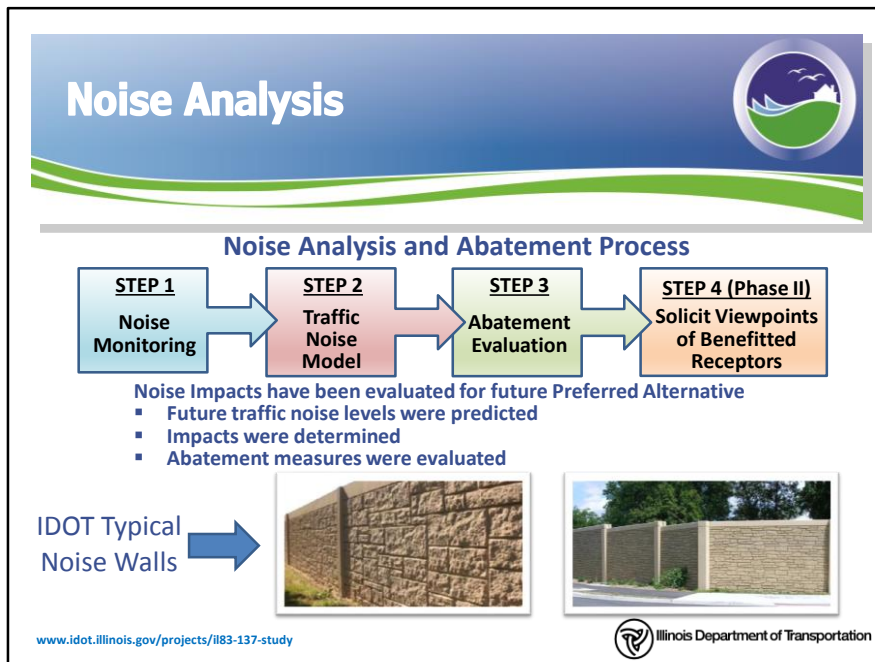
The slide summarizes the environmental resources impacted by the recommended Preferred Alternative. These impacts include natural environment resources such as wetlands and water resources and human environment such as land acquisition and residential and business relocations. No impacts to cultural, historic, or threatened and endangered species are anticipated.



There will be land acquisition required to construct the preferred alternative. The three types of land acquisition are fee simple acquisition, permanent easements, and temporary easements. A Fee Simple ROW Acquisition includes the purchase of all rights and interest on the property. With a permanent easement, the ownership is retained by the property owner, but the agency is allowed access for perpetual use. With a temporary easement, ownership is retained by the property owner and the land is only temporarily used during construction for items such as grading work, driveway construction, and landscaping restoration. Please note that numbers shown are preliminary and will likely be revised during the study.

The land acquisition process involves the following sequence of steps:

1. The ownership of the property is confirmed, a plat of survey drawing is prepared to show the dimensions and amount of property that is being acquired, and an independent appraisal is made to determine the fair market value of the property to be acquired.
2. Negotiations begin with an offer to acquire the necessary property at the appraised value.
3. If a settlement cannot be reached, the matter is referred to the Courts for acquisition under the law of Eminent Domain.
4. Relocation assistance is provided when a building/structure is being acquired.



A Traffic Noise Study is being conducted to evaluate traffic noise for the proposed improvements. The noise study includes field noise monitoring, analysis of the Traffic Noise Model which evaluates existing and future noise levels, as well as noise abatement and potential reduction measures.

The evaluation of noise mitigation measures must be feasible and reasonable. To meet these requirements, the mitigation must achieve required sound reduction, be feasible to construct, cost effective and finally be majority in favor of those benefited. That final component for obtaining viewpoints would be done during final design (Phase II). The project team currently has preliminary noise analysis results and potential noise wall locations, which can be found on the Virtual Public Outreach interactive map under the “Learn more about the Illinois 83-137 Preferred Alternative” tab. The noise results will be presented in more detail at the upcoming public hearing.

Next Steps



- Refine the Preferred Alternative based on public feedback
- Environmental Assessment Approval
- Public Hearing anticipated Fall 2020
- Obtain approval of environmental studies



www.idot.illinois.gov/projects/i183-137-study



Next Steps Going Forward:

- Refine the Preferred Alternative based on public feedback
- Approval of the Environmental Assessment
- Public Hearing is anticipated Fall 2020
- Obtain approval of environmental studies

We Need Your Input

Multiple Ways to Comment:

- ◆ Please provide comments on the Interactive Website or complete a comment form today on IDOT's Project Website, found online at:
www.idot.illinois.gov/projects/il83-137-study
- ◆ E-mail project team at: IL83andIL137@volkert.com
- ◆ Mail comments to:

Illinois Department of Transportation
Attn: Bureau of Programming
201 W. Center Court
Schaumburg, Illinois 60196
- ◆ Comments received by July 16, 2020 will be included in public outreach record

www.idot.illinois.gov/projects/il83-137-study

Public Hearing #1 - Winter 2012

Comment sheet

Contact Information

Name: _____ Organization/Group: _____

Street Address: _____ City, State & Zip: _____

Email: _____ Phone: _____

How would you like to stay informed? _____ Email _____ Yes _____ No _____ Do not send study updates to me

How often do you use I-83 or I-137 in the study limits (drives, walks, rides, other) and for what purposes (in: to get to work, school, shopping)?

Please share your comments and ideas about the I-83/137 Study. Please place your comments in the comment box tonight or send them by April 6, 2012 via mail. IDOT, I-83/137 Study Team, 100 Linder Court, Collinsville, IL 62234 email: IL83andIL137@volkert.com website: www.I83andIL137.org/contactus

Please consider answering the following questions in your comments:

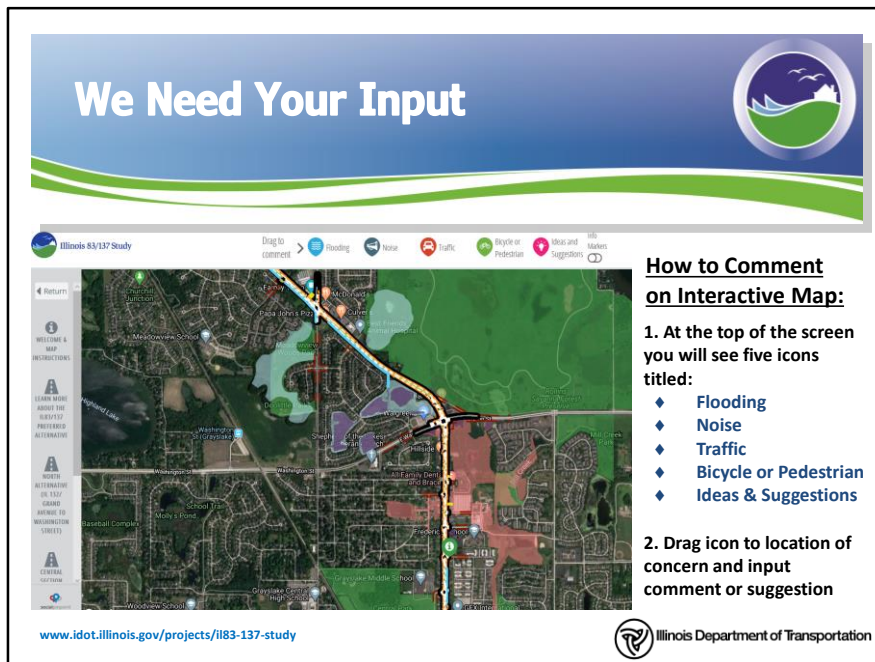
- How often do you use I-83 or I-137 in the study limits (drives, walks, rides, other) and for what purposes (in: to get to work, school, shopping)?
- What resources in the area are important to you? (ex: natural resources, historic features, attractions)
- Have you ever experienced any transportation-related issues on I-83/137 (ex: traffic congestion, safety issues)? If yes, please describe the situation and explain where it occurred.
- What types of transportation improvements are needed (ex: more sidewalks, better lighting, safer intersections)?

For additional comments, use the reverse side of this form or attach your own paper.

We hope this information has been helpful in understanding the Illinois 83-137 Study and where we are in the process.

Your input is very valuable to the project study. There are multiple ways to share your input. You can provide comments on the Interactive Website or complete a comment form on IDOT's Project Website. You may also send comments by email or standard mail to the project team.

Comments received by July 16, 2020 will be included in the public outreach record.



As mentioned at the beginning of this video, there are 4 steps to view information and comment on the Virtual Public Outreach Website. Step 3 allows the public to view the preferred alternative on an interactive map. The tabs along the left side of the screen include a Welcome Map and Instructions, a tab to Learn More about the Project Study, a separate tab for each section of the Preferred Alternative, and a final tab to see what others have said about the project.

You will see five icons at the top of your screen. Comments can be made on any tab by dragging one of the icons to the location of interest.

The final step, Step 4, is a separate tab on the Interactive Website Home Page that gives the public another opportunity to share any additional comments and ideas about the Illinois 83-137 Study.

Illinois 83 - 137 Study



Thank you!

www.idot.illinois.gov/projects/ii83-137-study



Illinois Department of Transportation

The Illinois Department of Transportation thanks you for taking the time to learn more and provide your input on the Illinois 83-137 Phase I Study.